

INTELLOFAX 9

INFORMATION REPORT

CONFIDENTIAL

CD NO.

COUNTRY Hungary/Poland

DATE DISTR. 23 OCT 51

SUBJECT Hungarian State Railroad Information

NO. OF PAGES 2

50X1-HUM

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

50X1-HUM

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1. The situation in regard to raw materials and rolling mill products has deteriorated seriously since January 1951. Owing to the lack of sheet iron, over 40 locomotives are still in shops waiting to be repaired. The lack of new boiler pipes is so great that some new locomotives being manufactured are being fitted with used and repaired boiler pipes. The quality of the steel for the manufacture of boiler pipes has deteriorated, which causes frequent breakdowns.
2. The shortage of sheet iron has been aggravated by a reduction to approximately 3,300 tons, owing to Hungary's dollar shortage, in the import quota [redacted] 50X1-HUM [redacted] However, MAV has imported approximately 3,000 tons of material from the Bochumer Verein,* Bochum, for the manufacture of railroad wheels. [redacted] 50X1-HUM [redacted] 50X1-HUM
3. During the summer months of 1950, coal consumption for MAV averaged 160,000 tons a month. During the months of September to November, consumption increased to an average of 170,000 tons a month, although there was no corresponding increase in the volume of traffic. This wastage of coal resulted from inefficient loading and uneconomic composition of freight trains. At present there is a twelve-day reserve of coal stocks in depots.

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CLASSIFICATION

[illegible]

Document No. 03
No Change In Class. ☐
☐ Declassified
Class. Changed To: TS S (C)
Auth.: HR 70-2
Date: 24/08/78

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CENTRAL INTELLIGENCE AGENCY

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4. MAV received 96,000 tons of coal from Poland during the period 1 October 1950 to 28 January 1951. Under the terms of the Hungarian-Polish Trade Agreement, Poland contracted to deliver 100,000 tons of coal by 31 January 1951. Poland was due to deliver 14,000 tons of coal in February 1951.
5. Passive resistance is being carried out by various sections of MAV employees. An example of this is among brakemen. There are at present approximately 10,000 brakemen employed. It should have been possible to reduce the number of brakemen by half, since the fitting of steam pressure brakes (Kunze-Knorr) to the majority of cars has been completed. Owing to the constant breakdown of this equipment, because of deliberate tampering, it has not been safe to reduce the number of brakemen employed.
6. Within the framework of the Five-Year Plan, the MAV workshops at Szombathely are scheduled to repair 16 cars per day. The actual daily output, however, amounted to only 8 - 10 cars in mid-February 1951. An order has been received that priority must be given to the repair of flatcars suitable for tank and motor vehicle transport. Such flatcars are known as type "Izk".
7. A second track is being laid on the Budapest - Szekesfehervar railroad line. Work is in progress between Baracska and Martonvasar.

* Comment: This is probably the Bochumer Verein für Gusstahlfabrikation A.G., Bochum.

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